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A preventive method for preventing suicidal hijack by means of aircraft-carried global position electronic map

Technical field

This invention relates to a computerized anti-hijack automatic processor, by presetting the relevant values of the protected targets in an electronic map, by means of aircraft-carried global position techniques.

Background art

In Sep. 11, 2001, the World Trade Center in New York, US and some other places experienced tragic suicidal attacks by the hijackers, which brought an enormous shock to the world. To prevent such incidents from re-occurring in the world, in addition to strengthening the routine investigation and safety check, new techniques are needed to prevent such incidents. To this end, the inventor develops this invention.

Contents of invention

This invention is featured by using high-tech apparatus to strengthen the ability of the aircraft per se in preventing suicidal hijack.

The technical solution of this invention is a preventive method for preventing suicidal hijack by means of aircraft-carried global position techniques, wherein a flight control apparatus is provided in an aircraft. Said flight control apparatus includes flight-prohibition area information.

According to the flight-prohibition area information and the flight data of the aircraft, the flight control apparatus prevents the aircraft from flying to the flight-prohibition destinations.

The output data of normal aircraft-carried equipments is acquired.

Identifier (A): sensors for identification of fingerprint, eyeground, voice of specific person, non-contact personal information chip, face and so on are provided on the manipulation device of an aircraft. At least one of the sensors is provided to transmit the acquired data.

Pilot sensor (B): for transmitting real-time data of pilot condition from an automatic pilot and a manual pilot.

Global position device (C): the real-time data is output from an aircraft-carried global position device (e.g., a position device having position precision less or equal to 1 meter, or other existing global position device such as GPS).

Flight database (D): including an electronic map database programmed with fixed data of limited lowest height over the places and consecutive latitude and longitude values of each flight course, and data for automatic entering an aerodrome.

Height detector (F): the detected real-time height-to-ground data is output from the flight height detector.

Also, the following data are acquired in the aircraft-carried equipments of this invention.

Flight-prohibition database (E): an electronic map database including fixed data of the limited lowest height and corresponding latitude and longitude value of the

flight-prohibition ground destinations within the whole airspace.

Emergency database: the emergency database (G) is controlled by a radio receiver and a sub-computer, and includes emergency sub-database (D1) and (D2). The data therein is read-only to the main computer. The emergency sub-database (D1) and (D2) of the emergency database (G) are readable-and-writable storage which can be set as write-protective, or encrypted readable-and-writable storage.

The emergency sub-database (D1) of the emergency database (G) includes temporary piloting data. During the flight of the aircraft, the electronic map data of flight height and consecutive latitude and longitude values for piloting, and piloting data for automatic entering an aerodrome are programmed by a ground emergency computer, and transmitted from a nearest ground supervision center, through a specific direct radio channel of public global mobile communication network. The emergency sub-database (D1) is controlled by the instruction from the supervision center to write, update, and fix or unfix said temporary piloting data.

The emergency sub-database (D2) is used to store data of the ground, water, and mobile establishments flied over by the aircraft. The geographical mark data of flight-prohibition protection requested by users is transmitted through distributable direct specific radio channel of public global mobile communication network. The geographical mark data is received and calculated by the user's ground global satellite receiver (e.g., GPS receiver), to establish the requested flight-prohibition data

of latitude and longitude values and the altitude of the receiving point.

During flight, the data of the identifier (A), pilot sensor (B), global position device (C), flight database (D), flight-prohibition database (E), height detector (F), emergency database (G) are entered into the main computer. It is preferential to compare and calculate the data of the global position device (C) with the data of the flight database (D), flight-prohibition database (E), height detector (F), and emergency database (G). Upon the following processing, the main computer determines whether to take necessary measures to instruct the automatic pilot to operate according to preset security content.

Embodiments:

The data of the identifier (A) is acquired to identify the true and false of the identity and status of the driver. If the aircraft is not provided with the identifier (A), the default data of the identifier (A) is deemed as true by the main computer.

If true, the main computer outputs information to instruct the aircraft to accept manual or automatic pilot control. The main computer timely compares and calculates data of the pilot sensor (B), global position device (C), flight-prohibition database (E), height detector (F), monitors and executes the instructions of the flight-prohibition ground destinations preset in the flight-prohibition database (E) and instructions of the flight-prohibition destinations requested by the users in the emergency sub-database (D2), and automatically transmits the

real-time position information of the global position value of the aircraft to relevant ground supervision center. During flight, the real-time data of the global position device (C), height detector (F), the pilot sensor (B) and so on are compared and calculated with the data of the flight-prohibition database (E), the emergency sub-database (D2). If relevant abnormality occurs, the main computer deems the data of identifier (A) as false. When the relevant condition becomes normal after a rectifying action by the aircraft, the main computer switch to deem the data of the identifier (A) as true.

If false, or the identifier (A) is destroyed, the main computer outputs signal instructing the aircraft not to accept manual pilot control. At this time, the main computer only operates and compares the data of the automatic pilot, the global position device (C), flight database (D), flight-prohibition database (E), height detector (F), and emergency database (G), executes the instructions in the flight database (D), flight-prohibition database (E), and emergency database (G), instructs the automatic pilot to perform automatic pilot actions, rectifies and locks the flight course, height, speed and the landing course, sets that the data of the pilot sensor (B), global position device (C), flight database (D), flight-prohibition database (E), height detector (F), and emergency database (G) cannot be manually changed by personnel on the aircraft so as to be protected, and protects the oil and power supply on the aircraft, and do not accept the instruction of stopping the running of the engine during flight. For example, the system program can be protected by using a

readable-and-writable storage which can be set as write-protected, or using an automatic encrypted readable-and-writable storage. The real-time position information of the global position values of the aircraft and alarm are automatically transmitted to the nearest ground supervision center.

The emergency database (G) on the aircraft receives information transmitted from the nearest supervision center on the ground. According to the instruction received by means of radio from the supervision center on the ground, the sub-computer causes the emergency sub-database (D1) to write, update, and fix or unfix the data in the emergency electronic map. The main computer on the aircraft compares and calculates the sub-database (D1) by using the data of the global position device (C), height detector (F), and the automatic pilot, so as to perform the tasks of flight, entering an aerodrome, transferring to another aerodrome, peremptorily controlled by the supervision center on the ground.

In the above global position electronic map, the latitude and longitude values of the flight-prohibition targets are preset by the flight supervision center and security personnel. The targets are mostly known important fixed establishments on the ground and on the water, and are preset as flight-prohibition. But due to elapsing of time or the programmer not knowing new targets, some potential targets that may be attacked by suicidal hijack may be omitted. And it is helpless to the movable targets on the ground or on the water. To compensate this defect, the movable

targets on the ground or on the water intended to be protected are allowed to request a geographic mark to the flight supervision authority. The geographic mark is solely or integrally transmitted via simple and distributed direct specific channel of the public global mobile communication network. Signals are taken from the user's own global position system receiver (GPS receiver), and are the latitude and longitude values of its own and the altitude value of the receiving point of the receiver, which values are determined by the operation of the receiver. During flight, the aircraft will receive data of one or more local geographic marks requested to be protected. In an aircraft provided with the above electronic map preventive means, the received data are stored into the emergency sub-database (D2) and fixed via a radio receiver and the sub-computer. The main computer immediately processes the requests of the flight-prohibition latitude and longitude values, and promptly transmits alarm and its own real-time position information and the content in the emergency sub-database (D2) to the nearest supervision center. Meanwhile, the sub-computer on the aircraft peremptorily starts the emergency sub-database (D1), to receive electronic map data for emergency processing transmitted from the nearest ground supervision center, and to write, update and fix the data for emergency use according to the instruction from the supervision center. According to the preset classified regulations for different type of aircrafts (mainly classified by the maximum flight speed), the main computer identifies the altitude in the data of flight-prohibition geographic

mark requested by the user. For a flight space over a threshold of the altitude plus H meters, if the type of aircraft is within the space, then the aircraft does not respond to the flight-prohibition request, so as to not influence the flight on the normal flight course. For a flight space below a threshold of the altitude plus H meters, if the type of aircraft is within the space, then the aircraft responds to the flight-prohibition request. At this time, the main computer on the aircraft compares and calculates the data of the emergency electronic map in the sub-database (D1) by using the real-time data of the global position device (C), height detector (F), and the automatic pilot, so as to be ready to perform the tasks of automatic piloting, entering an aerodrome, or transferring to another aerodrome, peremptorily stipulated by the nearest supervision center on the ground. Meanwhile, the main computer compares, calculates and processes the data of the sub-database (D2) by using the real-time data of the global position device (C), height detector (F), and the automatic pilot. In emergency, it is started to perform flight-prohibition monitoring and execute the instruction of the emergency sub-database D1, from a radius of 15 kilometers around the point of the latitude and longitude values of the targets on the ground or water or movable targets requested to be protected by the user. Within a radius of 2.5 kilometers, the main computer directly performs a target emergency protective flight, without using the current instructions of the piloting data, so as to ensure the security of the target. For an aircraft with a velocity of sound, $H=700$ meters is enough to perform an automatic emergency

protective action. For an aircraft with 2.5 times of velocity of sound, it is at least that $H=2$ kilometers, so as to avoid a diving attack. According to the type of aircrafts of 1 to 2.5 times of velocity of sound, it is selected within 600 meters to 2.5 kilometers.

After the aircraft flies out of a radius of 15 kilometers from the target or is over the altitude plus H meters, the main computer switches the data of the identifier (A) as true. Then, it can be selected whether it is necessary to execute the content in the emergency sub-database (D1).

The above flight-prohibition protective procedure is also applicable to the flight-prohibition destinations in the flight-prohibition database (E).

The identifier (A), pilot sensor (B), global position device (C), flight database (D), flight-prohibition database (E), height detector (F), and emergency database (G) respectively have at least one copy. At least two copy of concealed power supply are provided so as to avoid being destroyed.

This invention has the following positive effects:

1. This invention technically enhanced the function of the aircraft for preventing suicidal hijack. Global position electronic maps are used to preset the limited height over and the latitude and longitude values of the protected targets. And the aircrafts are prevented from flying to the flight-prohibition area. This invention also automatically receives flight-prohibition protection requested by global targets on the ground or water or movable targets. The true or false of the pilot is automatically

identified. Corresponding automatic control can be realized. So the hijacker cannot pilot the hijacked aircraft to achieve his object. In emergency, the aircraft can select to firstly automatically protect the flight-prohibition target, then accept and execute the tasks of piloting, entering an aerodrome, or transferring to another aerodrome, controlled by the nearest ground supervision center, or return to normal flight course. Thus incident as 9.11 suicidal hijack can be prevented, so as to strengthen public security.

2. In case the main computer deems the data of the identifier (A) as true, if a hijack occurs, the pilot can still deal with such accident according to conventional flight routine, but the aircraft will automatically refuse flying to the flight-prohibition targets.

3. This is a peaceful use of the high-techs similar to cruise missile.

4. A good commercial prospect can be expected.